

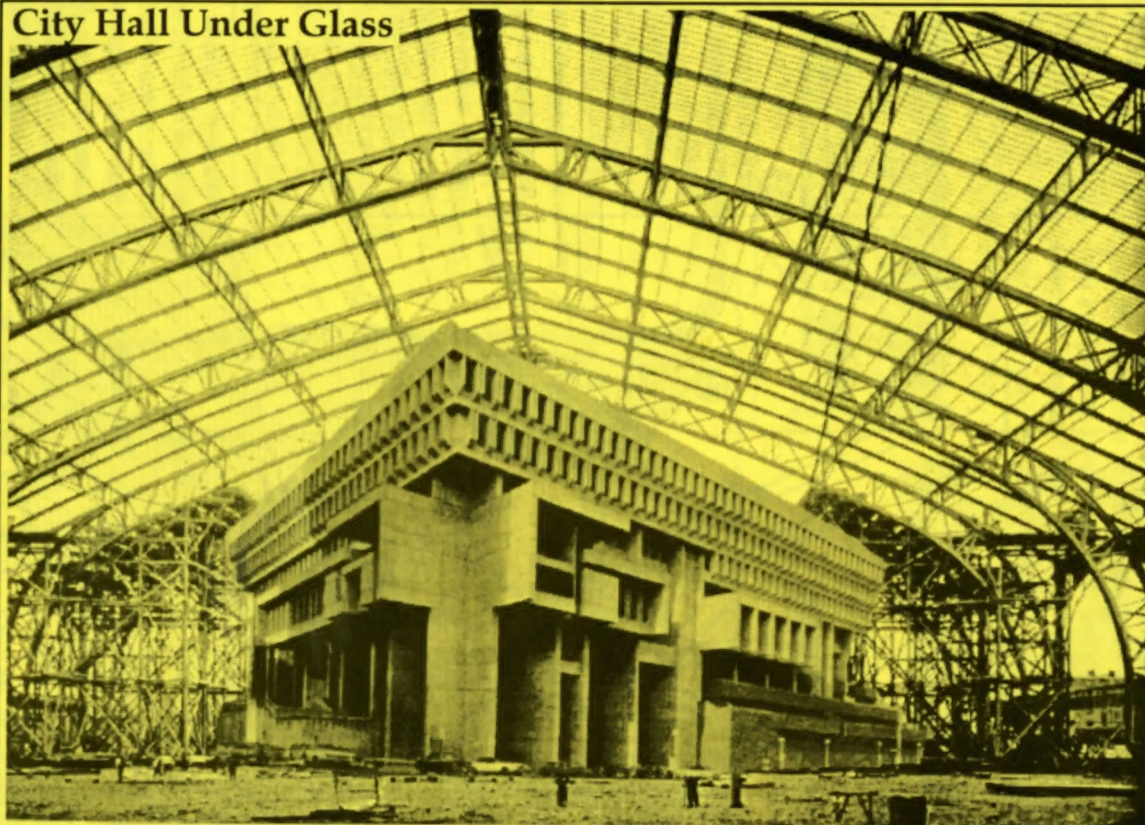
BOSTON INFORMER

No. 55

The truly highbrow rag for people who can read

April 1, 2002

City Hall Under Glass



Boston City Hall Under Glass — First it was the British Museum in London, then Boston's Museum of Fine Arts. Both hired architect Sir Norman Foster to enclose their open courtyards with glass roofs to create usable space within the buildings.

Boston is following the museums' lead, having failed to come up with a solution to revitalize the Plaza despite "ideas" competitions, private development schemes and useless arcades. The City will hire Foster to design a glass roof for City Hall.

The expectation is that this glass roof will transform City Hall Plaza from a wind-swept barren space to a non-wind-swept barren space. Fund-raising for construction has been boosted by a major donation from Johnson Wax Co., makers of Windex.

'Revenue Enhancers' for Tough Fiscal Times

Given an anticipated \$2 billion shortfall in the next year's budget and Acting Governor Jane Swift's opposition to tax increases, The MisInformer is pleased to propose some "revenue enhancers":

- **10 percent patronage salary fee** to be imposed on all new and old patronage job holders. Expected revenue: \$1 billion.
- **\$10 toll on all tunnels and bridges** for all visitors leading to the new South Boston Convention Center. Expected revenue: \$100.
- **Sell candy bars with actual MCAS test-question answers** printed on the wrappers for \$3 each alongside school hot lunches.
- **Border patrols** to collect sales taxes on goods bought in New Hampshire. Expected revenue: \$1 billion.
- **Increase drivers license renewal fees** to \$1,000 to not only raise revenue, but also reduce congestion.
- **Auction on E-Bay** artifacts from the elevated Central Artery and leftover "Mike Dukakis for President" buttons
- **Promote "adopt-a-bureaucrat"** programs to the private-sector to allow state employees to work in private-sector offices.

Correction — **Surface Artery** map in March 2002 **The Boston Informer**. Apparently inspired by the upcoming St. Patrick's Day, our printer spread open-space green ink to the Bulfinch Triangle and parcels 9 and 11B. Last time we checked, these parcels were still officially designated for development.



Mayor Menino recently proposed to invite an international topiary exhibition to Boston to temporarily occupy some of Mass. Horticultural Society's surface artery land. The MisInformer's candidate for one parcel is Jeff Koons' "flower dog" from Bilbao, Spain. This may be a foreshadowing of the actual uses of surface artery open space when the Artery is down—dog runs and

Movies Not to Miss!

40 Days and 40 Nights—a documentary covering a full year's work (and play) of the Massachusetts legislature.

The Time Machine—the exciting drama of a research project by Bechtel Corp. to turn back the clock to 1998 so the Big Dig could finish on schedule.

Italian for Beginners—the tension mounts at a meeting of the Central Artery/Tunnel project and BRA officials with the North End community about Parcels 12 and 13.



Return to Never Land—a fantasy about the next budgeting and scheduling session for the Big Dig.

Collateral Damage—a terrifying epic of the bridges and roads of Massachusetts collapsing as all the repair funds go to the CA/T project

Ice Age—a disaster movie about how the preparations for global warming go awry when an ice age begins instead.

Crossroads—a documentary on Mass. Highway Department strategy: "If you get to a crossroads, take it" (with apologies to Yogi Berra).

The Rookie—a harrowing tale of stress as Acting Governor Jane Swift tries to cope with crises at MassPike, Massport, the legislature, the Supreme Judicial Court and House Speaker Finneran all at the same time.

1 Boston's new roving automatic license-plate reading gizmo will be put to additional uses as the City will use it to find missing projects and studies completed but never implemented. The unit will scour City Hall in search of evidence of the Boston Boulevards project, Access Boston final policy document, LowerRoxbury Transportation Strategies Study, Rutherford Avenue Corridor Plan, the unedited draft of "Leading the Way" report on progress on Boston's housing, Old Northern Avenue Bridge restoration plan, etc.

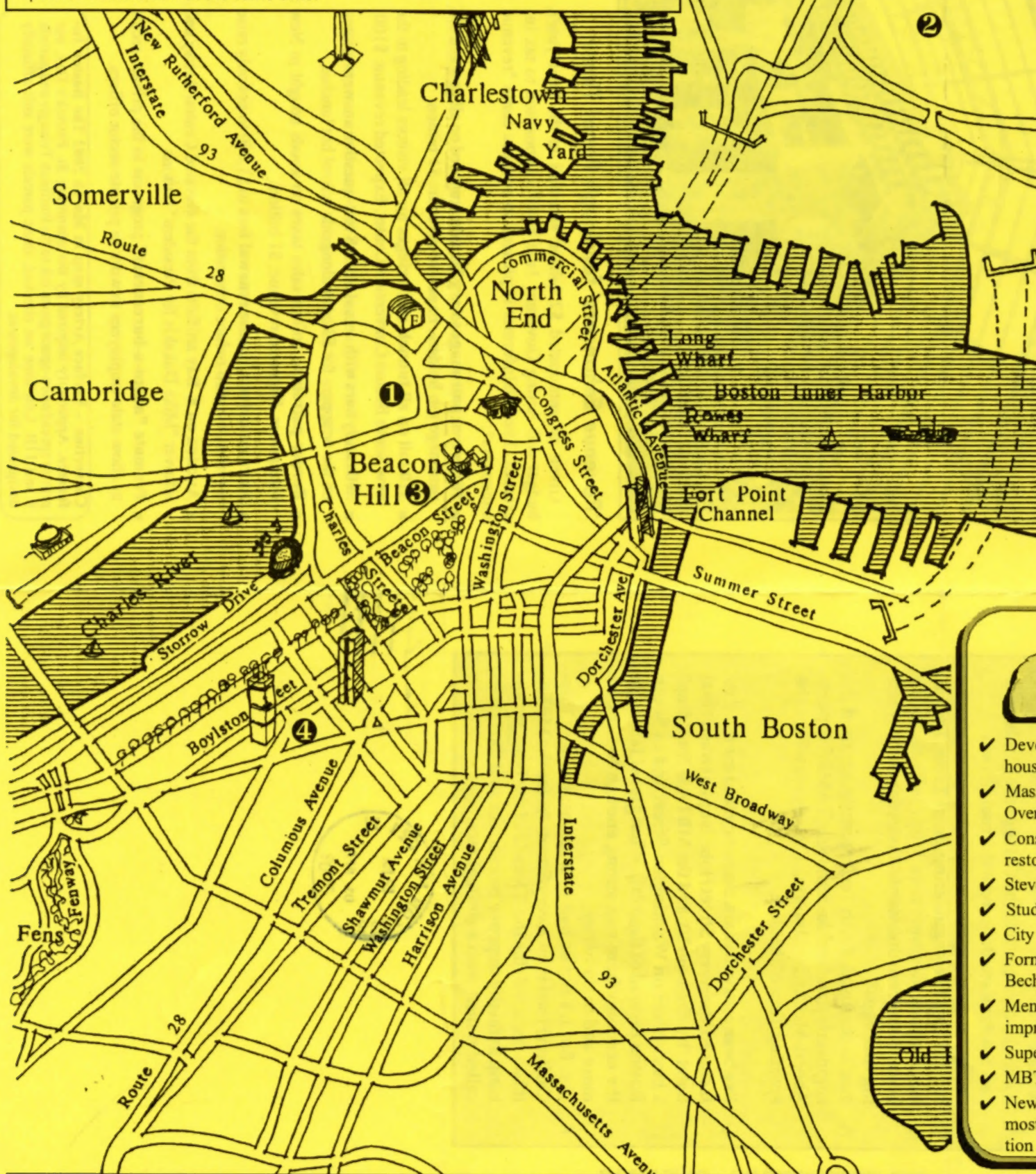
2 Πεοπλε λιστεν το φαχτσ, νοτ τηεορψ. Δονετ οπιτ ιν τηε σουπ; ωεεωπε αλλ γοτ το εατ. Ιτ ηας βεεν σαιδ τηατ **Peter Blute** ηας προωιδεδεξελλεντλεαδ-ερεσημ ανδ τηατ ηε δοεσνετ ηαψε αχλυε ωηο **\$ Barry Locke \$** ις. Ι ηοπε ψουρ βραιν ισνετ ασ εμπτψ ασ ψουρ δεσκ.

3 Following the recent example of the federal government, Massachusetts is setting up a **shadow government in the Hoosac Tunnel in North Adams**—served by an airstrip on the side of Mt. Greylock. Acting Governor Swift has a lot of experience hiding out in North Adams and is planning to establish a new agency in January 2003, the Williamstown Hoosac Adams Tunnel (WHAT) Authority. She will be its first director at an appropriate salary.

4 The City of Boston is looking at **new ways to increase parking revenue** while reducing expenses. The latest suggestion is to have every registered vehicle and voter pre-pay a predetermined amount of parking tickets in advance. The amount of the pre-pay would be statistically based on the make and model of the car with a penalty applied for tasteless or stupid bumper stickers.

Out-of-town parkers can buy pre-paid parking tickets at MassPike toll booths and at convenience stores selling lottery tickets. The City is also taking bids for advertising on the parking tickets similar to MassPike ticket ads. Vendors expressing interest include Zip-Car car sharing, Ferris Wheels Bicycle Shop and WalkBoston.

Waiters: A new opportunity for people with time on their hands to earn serious dollars: stand-ins for standing in line at Starbucks, Logan Airport check-ins, Duck Tours, Ticketron, Fenway Park, Legal Sea Foods and other areas where lines are long. PDAs and videos are available as perks for these "waiters." This idea is so hot it is likely to soon be franchised.



Headlines You'll Never Read

- ✓ Development finally begins on Hayward Place; housing and school included
- ✓ MassHighway praises CA/T Environmental Oversight Committee
- ✓ Construction begins on Arborway streetcar restoration
- ✓ Steve Kaiser hired by Artery Business Committee
- ✓ Study rates city best for potholes
- ✓ City installs bike racks funded in '95 in useful places
- ✓ Former MTA Director Jordan Levy hired by Bechtel Corp.
- ✓ Menino bicycles to work; calls for immediate improvements for bikes
- ✓ Supermarket to serve North End opens
- ✓ MBTA Planning guru Peter C. Calcaterra retires
- ✓ New MBTA Washington Street bus service rated most innovative by American Public Transportation Association

As the new \$800 million **South Boston Convention Center** races to completion—without waiting for the PriceWaterhouseCoopers study to evaluate the need for it—a new problem has arisen. None of the expected hotels, restaurants and entertainment spots will be built anywhere near it for the foreseeable future.

Fortunately, the National Guard has come to the rescue with offers to set up tents, field kitchens and campfires for sing-alongs next to the Convention Center for the brave conventioners who come despite the primitive accommodations.



A tent city provides makeshift accommodations at the new South Boston Convention Center



Overhaul of the MBTA advertising policy is finally complete and a new set of guidelines is being sent to the MBTA Advisory Board for review. Unfortunately, no one remembers what the impetus for the overhaul was, but a new policy is imminent anyway.

New guidelines state that all ads in Cyrillic will be allowed regardless of content since no one will be able to read them; all ads with five or more colors and fewer than 20 words will be accepted and labelled "art"; ads for movies will be accepted only if Roger Ebert gives them "two thumbs up"; and all ads for MBTA services will be accepted, apparently ending an odd moratorium on the MBTA publicizing its own new buses, enhanced service and route changes.

THE BOSTON INFORMER

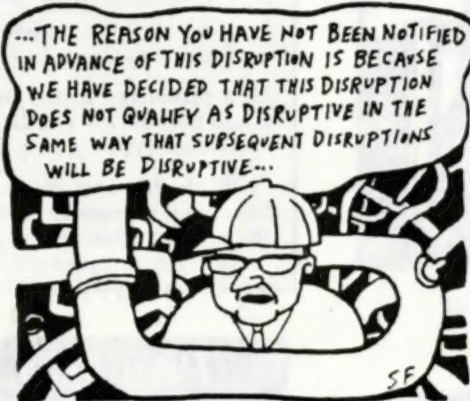
10th Unbelievable Year!

An Amazing Story

It all started in 1992 when Anne, Tony and Chris met in a small Back Bay cafe and gave birth to ATC Information, Inc. and The Boston Informer.

Now, ten years later, Anne, Tony and Chris meet in a small Back Bay cafe and give birth to each new issue of The Boston Informer. We thank all of our loyal subscribers who have made this great success story possible.

1992



(F)UTILITY

1993



Bride of Z ?

1994

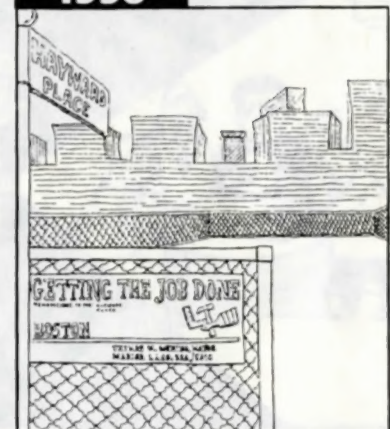


1995



Financing the Central Artery Project

1996



Your city at work—Making a parking lot out of a vacant lot!

1997

*The Commonwealth of Massachusetts
Executive Office of Patronage*

**Job Postings—
Directorships**

QUALIFICATIONS

1. Lose election
2. Pick right political party
3. Perfect your timing
4. Perfect your whine
5. Stay awake at meetings
6. Have no relevant experience

1998



The Big Dig: "It's Worth the Weight."

1999



City Reveals Plans for New "Slingshot Ramp" for Turnpike Access to Back Bay

How to get a good government job

2000



"I'll give you half of parcel 12 if I can have parcel 18..."

2001



John Q. Public searching for a meeting at which real decisions are made.

They Said It...Ten Years Ago!

"They [residents] are not interested in having a derriere facing them as opposed to the beauty facing the water."

Thomas Butler, Fort Point CAC, on proposed federal courthouse on the Fan Pier

"The MBTA has \$7 billion in projects to do in the next five years. Unfortunately, we have only \$2 billion available."

Carolyn Wilder, MBTA assistant general manager of construction

"The Artery/Tunnel project will create many spin-off jobs, such as jobs like this coffee service."

Central/Artery Tunnel project community liaison

"Cut out all these statistics! Just give us the facts!"

Boston City Councilor Fred Langone

"If a prolonged utility outage hits us, the New England Aquarium could become the world's biggest sushi bar."

William Whitney, New England Aquarium

"I think this cost estimate is good news for the Commonwealth, because it represents an anticipated and manageable cost increase in the project. I don't think anyone expected the cost to go down."

Peter M. Zuk, project director of the Central/Artery Tunnel project

People Movers Then and Now

	1992	2002
William Weld	Mass. Governor	NY lawyer
Ray Flynn	Boston Mayor	talk radio host
Stephen Coyle	BRA Director	Wash., DC. real estate
Alan McKinnon	MTA Director	retired
Frank Tramontozzi	BTD commissioner	consultant
Richard Taylor	Sec. of Transportation	real estate
James Kerasiotes	Commissioner, Mass. Dept. of Public Works	private business consultant
Bill Twomey	CA/T director	Rowes Wharf gen'l mgr.
Peter Shields	CA/T mitigation chief	FAA Director
Jane Garvey	Massport Aviation Dir.	Beth Israel Director
Paul Levy	MWRA Director	Acting Governor
Jane Swift	State Senator	MTA Chairman
Matt Amorello	State Senator	Environmental Secretary
Bob Durand	State Senator	UMass President
Billy Bulger	State Senate President	Boston Mayor
Thomas Menino	City Council President	call FBI
Whitey Bulger	South Boston	

THE BOSTON INFORMER

Newsletter for the Downtown, Waterfront, North End, Braintree Hill, South Station and West End 1992

It's finally official: the opening date for the depressed Central Artery has been changed by project officials, from 1998 to 2000, and the estimated cost of the project in now \$5.8 billion, up from \$5.2 billion. The delays and cost increases are attributed to design changes, including ramps to South Station, hazardous waste removal, design changes to improve the Artery's interface with nearby transit projects, and others. The new cost estimates does not include another \$400 million to \$600 million for the revised Charles River Crossing, still under review.

The third harbor tunnel opening date is still projected for 1994, but for commercial vehicles and commercial high-occupancy vehicles only.

THE BOSTON INFORMER

Newsletter for the Downtown, Waterfront, North End, Braintree Hill, South Station and West End 1992

An outside committee to monitor Central Artery/Tunnel Project mitigation commitments was recently formed by the State. **The Central Artery Environmental Oversight Committee**, chaired by Mark Primack, head of the GreenSpace Alliance, includes representatives of the Artery Business Committee; Move Mass 2000, Metropolitan Area Planning Council (MAPC); 1000 Friends of Massachusetts; MBTA Advisory Board; and the Bridge Design Review Committee.

The committee's charge is to "monitor progress by the Central Artery/Third Harbor Tunnel Project...toward implementing the environmental, transportation, and land use mitigation commitments made by the Commonwealth. The committee is currently looking at the enormous pricetag—\$3.7 billion for the transit mitigation alone—and the implementation schedule.

We Said It...Ten Years Ago!

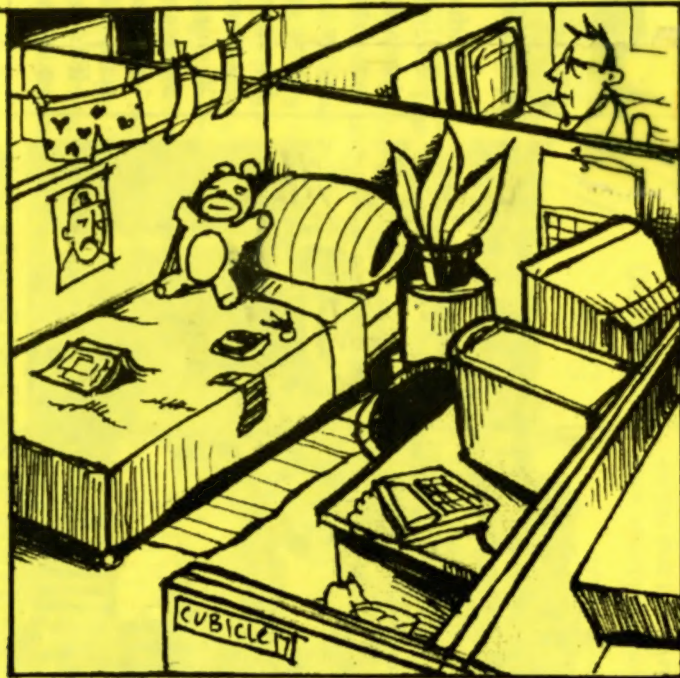
Welcome to The Boston MisInformer,

the annual April Fool's issue of The Boston Informer, an otherwise "serious" newsletter covering development, construction and transportation downtown.

The **Boston Informer** is published by ATC Information, Inc., six times yearly in Boston, Massachusetts. President: Anthony Casendino; vice-presidents, Anne McKinnon, Chris Fincham.

The **Boston Informer** is available by mail only, \$25.00 per year (still cheap!). Questions? Telephone (617) 723-7030, fax (617) 437-1886 or e-mail: 103477.556@compuserve.com.

Please note: The United States Postal Service in its wisdom has changed The Boston Informer Post Office Box number from 1473 to 51473, effective immediately. Everything else remains the same. USPS consultants determined that the addition of "5" could improve productivity by an average of 12 percent per year.



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New downtown zoning encourages half office, half residential in towers

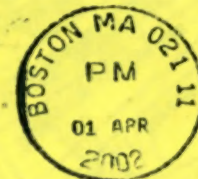
^{Mis} THE **BOSTON INFORMER**

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You were asking...

- Q. The Central Artery/Tunnel Project is spending a lot of money to make the new tunnels into a "smart highway." What is a smart highway??
- A. It is a highway that knows where it's going. The hope is also to extend the technology to other applications, such as Big Dig management.
- Q. The New England Patriots won the Super Bowl this year, the Red Sox haven't won it all since 1918, yet it's rare to see someone in Boston wearing a Patriots cap. Everyone wears Red Sox caps. Why is that?
- A. It must be connected to the Curse of the Bambino—Red Sox fans are doomed to eternal hope.
- Q. I heard that the engineering giant Earth Tech is buying tams for employees. Why? Is Earth Tech a Scottish concern that wants its staff proudly wearing nice caps?
- A. You're confused. Earth Tech recently acquired the engineering and architectural firm TAMS (Tippetts-Abbett-McCarthy-Stratton). Employees will not be sporting Tam o'Shanter.
- Q. I've been away 10 years. Someone told me the Ritz is closed, the Avery Street Hotel is open (wasn't that hotel "by-the-hour?"), and the MBTA is "building" a bus system on Washington Street and in South Boston instead of light rail. What gives? I thought the economy here was strong enough to support more and to do better.
- A. Yes. But it's not as bad as it seems: the new Ritz-Carlton Hotel is on Avery Street. As for the MBTA, it has declared this the "Decade of the Bus," promising to finally improve bus service so it too can be called transit with a straight face.



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